



Improved Fuel Economy
Reduced Emissions

Decreased Operating Cost
Increase in Net Profit

Fogger™

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Fogger™ is a fuel combustion catalyst that saves *Fuel* and reduces *Operating Costs*, resulting in increased *Net Profits*. The system works on the principal of complete combustion inside the engine resulting in decreased fuel consumption and emissions.

Product Description:

Fogger™ is engineered to operate in the most demanding environments, where extreme temperatures, road conditions and harsh weather are simply a rite of passage. It has been ruggedized with a sealed, high impact shell that protects all internal components from the environment.

The system is effective at harnessing the wasted fuel energy of the engine because it introduces the catalyst in the right form, in the right amounts, in the right place and at the right time - "Inside the combustion chamber".



Benefits:

Fogger™ achieves improved engine performance due to a more complete combustion cycle where it offers the most benefit.

Increases:

- Fuel economy (up to 20%)
- Engine HP & Torque
- Net Profit

Reduces:

- Operating Cost
- Oil Consumption
- Carbon Build-up on Cylinder Walls, Pistons and Injectors
- Engine Vibration
- Exhaust Temperatures
- Maintenance / Oil Change Intervals
- Exhaust Emissions
 - ⇒ Carbon Monoxide
 - ⇒ Nitrogen Oxide
 - ⇒ Hydrocarbons
 - ⇒ Particulate & Opacity levels

Features:

Each unit is equipped with the following:

- A Catalyst bottle to be changed after every 24,000 Km/15,000 Miles or 400 hours of operation
- An in-cab display to indicate system status and alert the operator/mechanic that the catalyst bottle requires change out
- A ruggedized, environmentally sealed plastic shell that houses all internal components
- Automotive grade wiring harness and electronics

How it works:

Fogger™ is an innovative solution for the inefficient combustion inherent in diesel engines. Specifically, diesel engines under-burn fuel emitting unburned or under-burned hydrocarbons from the exhaust of internal combustion engines. Under-burned hydrocarbons accumulate on the internal parts of the engine causing engine wear, shorter engine life and higher maintenance costs. Under-burned fuel inefficiently utilizes the energy capacity of fuel resulting in less power and higher fuel cost.

In this system an aerosol mist of catalyst is injected into the engine's air intake before the Turbo to mix with incoming air. During the combustion phase the catalyst mixes with the air fuel mixture and a reaction occurs, which separates the clustered molecules exposing more fuel molecule surface area to oxygen at the time of combustion providing a more efficient and complete combustion cycle, generating more useful energy in the engine and reducing both fuel consumption and pollution



Examples:

SAE/TMC J1321 Type II Long Haul Fuel Consumption Test conducted on two 2005 Kenworth's with Cummins ISM 335HP engines with less than 10,000 miles driven at the onset of the test.

FUEL SAVINGS ACHIEVED = 11.3%

Dyno Testing at Holt testing facilities in San Antonio, Texas on a remanufactured CAT 3408 with 30 hours of operation produced

FUEL SAVINGS AT 50% LOAD = 10.3%

FUEL SAVINGS AT 83% LOAD = 6.3%

INCREASE IN ENGINE HP = 16.3%
447 Hp to 520 Hp

Works with:

- Ultra-Low Sulphur Diesel Fuel
- Regular Diesel fuel
- JP8 Jet Fuel
- All Blends of Bio-Diesel



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